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COUNTRY	Czechoslovakia	REPORT	
SUBJECT	Port of Komarno	DATE DISTR.	12 October 1954
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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

1. Komarno, the largest Czechoslovakian river port, has extensive shipping traffic with other Danubian countries. Shipments handled at the port consist principally of the following:
 - a. Iron ore and scrap iron from Austria. From Komarno this is sent by rail to the Slovensky Hronove metallurgical works.¹
 - b. Wheat and other agricultural produce from the satellites.
 - c. Oil from Rumania and Hungary. There are no storage tanks in the port, and the oil must be pumped directly into railroad tank cars.
 - d. Coal and machinery from Czechoslovakia to Austria and the satellites.
2. The port employs approximately 150 workers, most of whom are Hungarians living in Komarno. Their productivity is extremely low, and they are constantly grumbling and openly criticizing the Communist regime. Although 15 to 20 percent of these workers are Party members, their attitude does not differ from non-Party workers; they do not attend Party meetings, and they disregard the Party's instructions concerning norms, discipline, and political behavior. One eight-hour shift is the usual work schedule, with occasional increases to two and even three shifts.
3. The port administration has a staff of approximately 25 workers, 10 of whom are women. A certain Zelinsky (or Sulansky) is the port director.

STATE	X	ARMY	X	NAVY	X	AIR	X	FBI		AEC							
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[redacted] The port captain [redacted]
[redacted] is responsible for security at the port area. [redacted]
[redacted]

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4. The port restaurant is open from 6 a.m. to midnight and is a favorite spot for port workers and sailors. The drinks served are principally alcoholic, and "shop talk" about goods, ships, and captains, is unrestrained.
5. The offices of the Czechoslovakian shipping enterprise (Ceskoslovenska paroplavebna spolecnost)² are located in the port administration building.

Security Measures at the Port

6. The main eastern entrance to the port is guarded by two border guards (PS-Pohranicni straz), one armed with a submachine gun and the other with a pistol, but the western entrance, located almost directly across from the eastern entrance, is not guarded. Anyone who attempts to enter the port area must inform the guard of the reason for his visit. If the visitor is admitted, he must leave his identity card at the guardhouse and be accompanied by a guard to the desired office. He receives an exit slip from the person he has visited. When he leaves the port area, the visitor exchanges this slip for his identity card. When leaving, the visitor is not escorted, and he can go into the port restaurant or stop at any place he pleases. The easiest pretext for admittance to the port area is a visit to the offices of the Czech steamship company (Ceskoslovenska paroplavebna spolecnost)².
7. Border guards stationed at the eastern port entrance make a superficial check of persons going to the Danube bridge. A second control post is located on the bridge, just before the passage which leads to the peninsula on which the shipyards are located. The actual frontier control post on the bridge is beyond the passage toward the Hungarian shore. A single armed guard patrols the port area during the day; he passes along the length of the waterfront approximately every two hours.
8. All port employees have special employment cards which serve as entrance permits, but they seldom show them to the guards, who know most of the workers. Truck drivers and helpers who come to the port to collect goods have no entrance permits; they are neither searched nor are their identity cards checked. Port workers are not searched except in special circumstances, such as thefts.
9. Sailors from the ships in port are allowed two 12-hour shore passes per week, which are issued by an official of the Ministry of the Interior whose office is located at the port-police control post. Sailors' belongings are searched at the port gate, but the sailors are not searched. Soviet sailors do not need shore passes; they may leave and return at any time they wish. They have only to show their sailor's book, which is never opened for the guards nor turned over to them.
10. The two small gates, located respectively near the port administration building and the customs house, usually remain closed. When open, they are guarded by civilian port police who are armed with pistols.

Shipyards

11. The Komarno shipyards employ approximately 2,500 workers, most of whom are Hungarian, while the engineers and most foremen are Czech. The yards have built river passenger steamers for the USSR for use on the Volga-Don canal. One such steamer required one to one and one-half years to complete.
12. Approximately 300 young apprentices, 75 of whom are girls, were brought to Komarno for work in the shipyards by the manpower reserve authorities. They work in two shifts: from 7 a.m. to 3 p.m. and from 3 p.m. to 11 p.m. They are

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quartered in the town and march in groups of 50 across the bridge to the shipyards.

Personalities

13. Molnar (fnu), employee of the port administration



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14. Polandsky (fnu), inspector in the accounts department of the Prague head office of the Komarno shipyards




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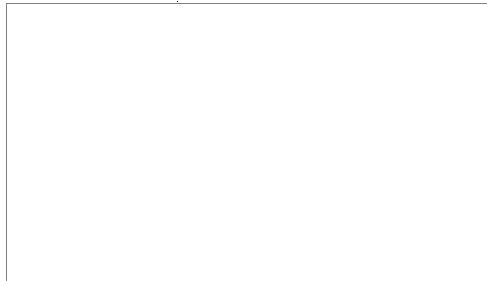
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1.  Comment: Not further identified. Possibly Kovohute Hron, National Enterprise, at Svaty Kriz nad Hronom.

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2.  Comment: Probably the Czechoslovak Danube Navigation Enterprise (Ceskoslovenska plavba dunajska - CSPD), National Enterprise.

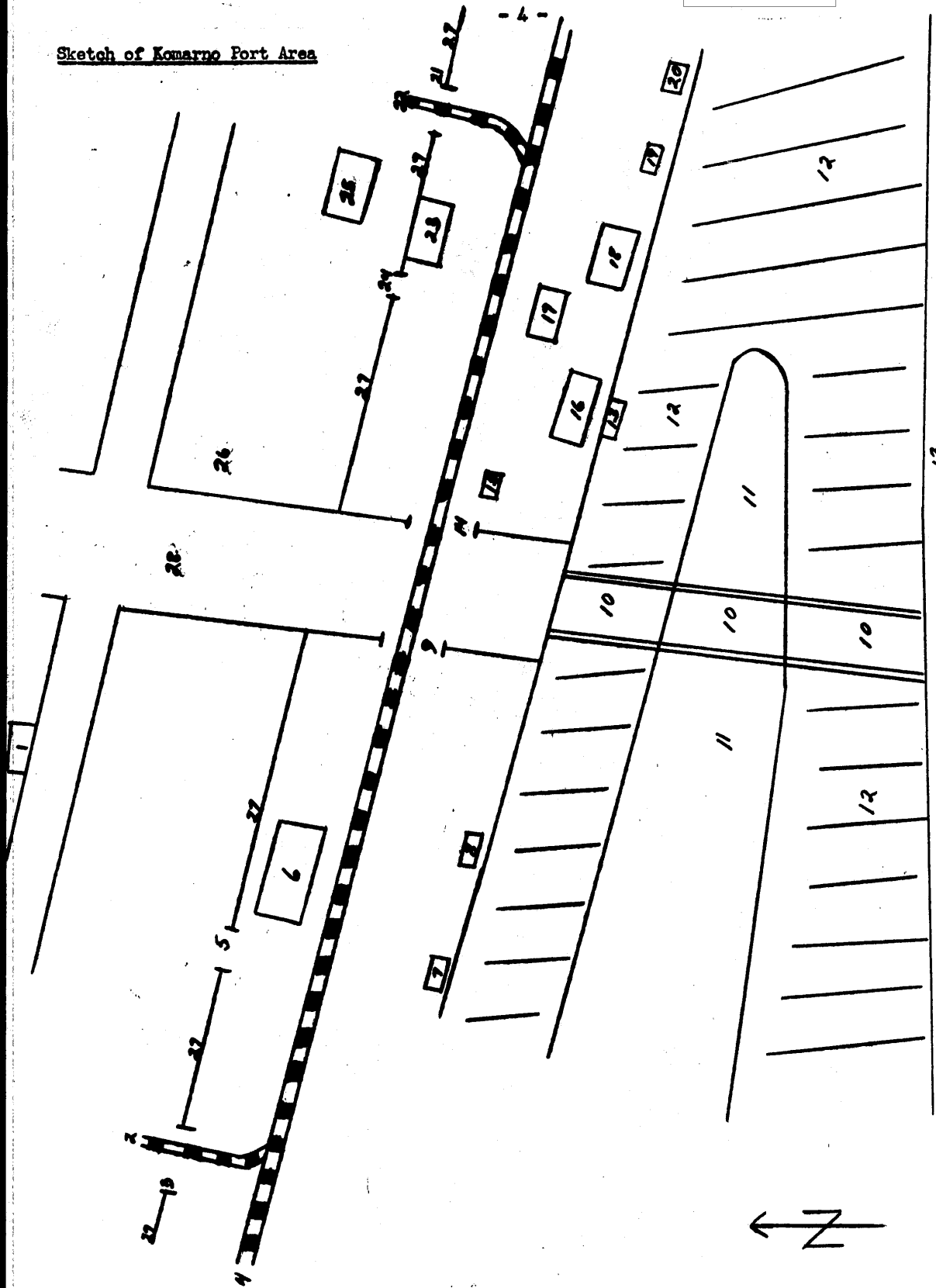
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Sketch of Komarno Port Area



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Legend to Sketch of Komarno Port Area

1. Komarno branch of the Soviet Danube shipping enterprise.
2. Railroad tracks to the port area through the western gate.
3. The western gate of the port (for goods traffic only).
4. Railroad tracks in the port area.
5. Small entrance gate (for pedestrians only).
6. Customs house.
7. Electric crane.
8. Electric crane.
9. Main entrance to the western port area.
10. Danube bridge.
11. Shipyards.
12. Danube.
13. Docks for Soviet ships.
14. Main entrance to the eastern port area.
15. Port-police control post.
16. Offices and restaurant of the Soviet shipping enterprise.
17. Restaurant.
18. Warehouses for agricultural produce.
19. Electric crane.
20. Electric crane.
21. The eastern gate of the port (for goods only).
22. Railroad tracks to the port area through the eastern gate.
23. Offices of the port administration.
24. Small entrance gate for pedestrians only.
25. Municipal bath house.
26. Municipal market place.
27. Iron fence.
28. Street leading to the port.

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